THE BRICK

For Rear Wheel Drive Volvos 1975-1997

March 2011

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Promotions expire May 6, 2011

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by: Jared Gant

MOOSE

1979 240

Like many others, my Volvo adventure began in adolescence. My father, a mechanic, had always had a knack for maintaining vehicles. It was a good thing, too, since every car my family ever owned while I was growing up was used. But out of all the cars we had, one stands out from the rest.

In need of another car, my parents purchased an old BMW 2002 that my uncle in Atlanta had dug up for us. Although it was a fun car, all I remember were the constant problems and headaches it gave my father. It seemed like every weekend, there was something to be done to the car just so it could make it though the next week. Finally, an exhaust leak that kept cropping up again and again was the last straw, and the car was driven back to Atlanta, and sold to some poor sap a BMW enthusiast. It was during that trip to Atlanta that my parents acquired the 1979 244DL that would eventually become my car.

The car came back to Charlotte, NC without a single hiccup and stayed in our family for several years, mainly being driven on short trips around town, and never straying too far from home. It survived an overheating, a Bradford pear tree tipping onto it during an ice storm, and myself learning to drive stick on the M46 equipped beast. After a few days of learning to drive stick, my dad handed over the keys, probably expecting me to run the car into the ground in a matter of months, and truthfully I considered it more than once. I hated that thing-it was 28 years old when I started driving it; it got horrible gas mileage, refused to start on cold mornings without spaying carb cleaner into the intake manifold and performing 3 Hail Marys, and had and hated water worse than a housecat. Over time though, the car began to grow on me. Friends in high school came to know my car, and I'd get honks and waves driving around town. Suddenly, this hunk of Swedish steel didn't seem so bad-it even acquired its own name: Moose. I discovered the local salvage yard, and got to know many of their employees on a first name basis from long weekends spent in the yard looking for odd parts and practicing upcoming projects on the parts cars. I spent countless hours with a sponge, hose, and tin of wax, shining what paint hadn't been claimed by rust until it gleamed. Bits began to fall together. My father spent many evenings with me teaching me about the car's operation-how to change the oil, how to test the electrical system, and other repair and diagnostic skills.

A year or so went by, and a friend of mine kindly ran into the rear of the car, pushing the rear valance in and cracking the passenger's taillight to pieces-suffice to say, I was less than thrilled. We located a 1997 850 wagon as a replacement, and then the '79 was then parked for about a year, though I continued to visit it and start it up every so often. I thought

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Continued from page 1

about the car frequently, making plans and excuses as to why I didn't want to sell it, or worse, send it to the crusher.

When Christmas of 2009 rolled around, I was expecting the standard tube socks and tee-shirts, but instead I opened a box that contained none other than an unbroken passenger-side 5-panel tail light. Unbeknownst to me, in the previous months my parents had taken my car to a longtime Volvo mechanic, and gotten it roadworthy again.

Like many generations of college students before, I made the trek back to campus in an old Swedish brick, grinning ear to ear the whole way. The next few months were a flurry of activity on the car-I began to truly understand the K-Jetronic fuel injection system, and how to measure and adjust the different variables of the system. Suddenly, CPR wasn't a term heard only in first aid training. The summer of 2010 saw an interior swap, from the faded original red to a classy black. During this time, I also discovered www.turbobricks.com, a popular RWD Volvo enthusiast forum. Here, I found legions of other Volvo lovers who were happy to offer insight on a problem or a helping hand to fix a nagging issue. The year 2010 also saw the longest roadtrip that my brick has ever seen-Mount Olive, North Carolina to Montgomery, Alabama-for the annual SE get-together. Volvo drivers from all over the Southeastern United States- Oklahoma, Texas, Virginia, Florida, Georgia, and many more states all converged on Montgomery for a weekend of drag racing, cookouts, odd driveline noises, and general hooning about. I left the event tired, hungry, poor, and with about 35 new friends. As 2010 drew to a close, the stock 3.91 rear end began leaking fluid from the pinion seal, so my father and I swapped in a 3.31 rear axle donated by a local Turbobricks board member.

Over 3 years of ownership, my car has taken me all over my state and country. It has been to the beach and the mountains, air shows and car shows, museums and rock concerts, and everywhere in between. If all goes as planned, the summer of 2011 holds a rebuild for the 400k+ B21 motor, a rebuild of the worn suspension system, possibly an upgraded brake system, and if I have enough money, some paint and body work to heal old scars.

Though the '79 is my first Volvo, it will certainly not be my last. Over the years, our collection has grown to 3 Volvos; my 1979, a 1989 244, as well as the 1997 850 wagon. It has been said Volvos are a disease-you will never own just one, and for my family, that has been startlingly true. Hopefully one day my collection will expand to include a 122, or perhaps an 1800ES, but for now, the classic brick will suffice. It's been a fun ride so far, and with any luck, the ride will last many more years.

Wanted: Your Volvo Story

We began featuring customers in newsletters more than usual lately and we've had great responses from our readers because of it. We'd like to continue to provide the Volvo community with interesting reader content so we are pleading, yes, even begging for articles. If you have a souped up 240 wagon that you want the world to know about or even if you're in the middle of your 900 series project and want to show off your progress, let us know and we'd love to feature you and your ride. If you own a 700 series and have a great trick or tech tip you've discovered, send it on over and we'll share it with our readers.

If one of the items on your bucket list is to be published in one of ipd's famous newsletters, here's your chance. Don't deny it, you know it's there; if it's not, add it now and send in your story so you can check it off your list. Even if you think it's not print worthy, that's okay, let us be the judge of that because we still want to hear your story. Tell us about how you caught the Volvo bug, the remedies you've tried to get rid of it and what finally put you over the edge to finally just give up and let the bug take it's hold.

Some pictures of you and your Volvo would be great to include along with how your experience with ipd went. It would be great to also include any ipd upgrades you've added and how our customer service staff treated you.

We look forward to hearing your story and the opportunity to share it with other sick Volvo lovers who have caught the same bug.

Send submissions to bryan@ipdusa.com

WANTED
YOUR VOLVO STORY
SEND US YOUR VOLVO STORY AND YOU MAY BE FEATURED IN AN UPCOMING IPD NEWSLETTER
SEND STORIES TO BRYAN@IPDUSA.COM
iPd+

Volvo Club of America Teams Up With ipd

When we read in a recent issue of the Volvo Club of America magazine that the club had a goal to double the membership this year, we immediately thought to ourselves that we could help the club out by offering quick and easy sign up through our website and customer service department. Now you can easily and quickly join VCOA simply by asking one of our staff to add a membership anytime you call in to place an order or by adding a membership to your shopping cart on our website. It's just that easy! On the ipd website, look for the Membership sign up option under the "Universal Products" category.

The Volvo Club of Americas bi-monthly full color publication "Rolling" features helpful tech tips and how to articles on common Volvo issues as well as interesting and inspiring stories on Volvos and the people who drive them. Regional chapter events and reports are also included along with several pages of classified ads for all sorts of things you need!

Check out the details from the clubs brochure below or visit their website at www.vcoa.org.

The bi monthly publication is mailed around the 15th of Jan, March, May, July, Sept & Nov! We highly recommend it!

Volvo Club of America

Join the Club! We offer our members the following benefits:

1. Discounts on parts and service at participating dealers and independent shops around the country.
2. Six issues of Rolling magazine, our full color publication, featuring news, technical articles, owner profiles and more.
3. Annual meets, both nationally and locally.
4. Access to technical forums with a network of experts.
5. Subscription to our e-newsletter, with the latest updates on events and Volvo-related news.

There are over 30 chapters across the U.S. and Canada.

VCOA Membership USA	**MPVCOA-USA**	$45.00
VCOA Membership Canada	**MPVCOA-CAN**	$50.00
VCOA Membership International	**MPVCOA-INT**	$75.00

ipdusa.com

ipd is all about customer service, and our goal is to be able to support our products as well no matter how you find us. Whether you're browsing one of our catalogs, browsing our website or calling us on the phone, we want you to have the same rich experience. No matter how you come to us, we want to provide you with detailed information about our products and what they will do for you.

While our website has been very successful for us, we feel that it does not give you the same level of service that you've come to expect from us. It is for the reason that we will be launching a new website later this year that will allow us to better serve you.

Sampling of new features:

- Product attribute filtering such as front/rear, left/right, lower/upper, metallic/ceramic, brand, color, size, etc.
- Product filtering based on specific vehicle year, make, model, engine, transmission, body style, etc.
- Clear and concise listings of what vehicles any particular product will fit.
- Ability for us to attach a wealth of information to individual products: Installation instructions, frequently asked questions, tech-tips, videos, etc.
- Unlimited product images plus ability for customers to upload their own product images.
- Clear relationships for related products, accessories and comparable products.
- "My Garage" feature to allow you to save your Volvo models and shop for them in a few clicks.
- Product to Vehicle validation at checkout to ensure you are not buying products that do not fit your Volvo(s).

Tune up Time? Do it Right!

The first step to a well-balanced relationship between car and driver is a tune-up kit from ipd. Utilizing original equipment Bosch components where applicable for the best in quality and value, our tune-up kits offer the ideal platform for efficient performance. For those considering a complete service makeover, our 60,000-mile extended service kits offer the necessary components for a complete service of the engine and drivetrain on your Volvo. All of the parts in our kits are OEM quality for the best in performance and fitment. For more information on ipd tune-up kits, their applications, or additional maintenance advice, give us a call.

Bosch Tune-up Kits

Includes distributor cap, rotor and spark plugs.

240 series	B21F	1976-83	**MPIK108**	$19.66
240 series	B230F	1985-93	**MPIK114**	$19.74
240 series (white cap)	B21MPG, B23F	1981-84	**MPIK115**	$23.37
240 series turbo, GLT	B21FT	1981-85	**MPIK119**	$19.66
240 series	B23F	1983-84	**MPIK116**	$22.29
740, 940 series	B230F (cam driven)	1985-95	**MPIK117****	$69.30
700, 900 series	B230FT (cam driven)	1985-95	**MPIK118**	$69.30
700 series	B23FT	1984	**MPIK120**	$22.29

Bosch Extended Service Kits
(60,000 mile service)

Includes rotor, cap, spark plugs, air filter, fuel filter, oil filter, ignition wire kit, timing belt, flame trap, differential gasket, oil drain plug, injector seals, and fuel filter seals on models where needed.

240 series	B21	1981-82	**MPIK108X**	$108.57
240 series	B230	1985-92	**MPIK114X***	$109.98
240 series	B21FT	1981-85	**MPIK119X**	$116.27
240 series	B23F, B230	1983-84	**MPIK116X**	$112.53
700, 940 series	B230	1985-92	**MPIK117X**** (cam drvn dist)	$146.12
700, 940 series	B230FT	1985-92	**MPIK118X** (cam drvn dist)	$147.15
700, 940 series	B230	1993-95	**MPIK217X** (cam drvn dist)	$156.95

NOTE: Two distributor shaft sizes were used on 1985 240 non turbo models. you'll have to measure the shaft OD or the rotor ID to ensure you get the correct rotor.

If you measure 3/8"/.400" use tune up kit number MPIK114(X) (rotor #04170). For 9/16"/.565 use kit number MPIK116(X) (rotor # 04138).

****Rex-Regina cars will require a different coil wire (#MP6842734).***

Bosch Style Coil

The BOSCH system is identified by the conventional style ignition coil mounted on the passenger side of the firewall near the strut tower.

Cam Driven Distributor

The REX Regina system is identified by the solid state ignition coil mounted on the driver side strut tower.

What's a Rex Regina?

Some 1989 through 1995 740 and 940 non turbo models were equipped with Rex- Regina engine management systems. These models use different tune up parts than the Bosch equipped versions, such as the spark plug wires, distributor caps, fuel pumps and filters. You can easily determine if yours is a Rex Regina model by looking at the ignition coil. Here are pictures of the Rex Regina and BOSCH coils.

Rex Style Coil

Side Driven Distributor

Although it's rare, we have seen some 1990-1995 non turbo 740 and 940 models with a side mounted ignition distributor like this. Unfortunately, we do not have ignition components for these models.

Maintenance: Tune-up Time

By by Lee Holman, aka VOLVOGIRL

For trouble free starts and optimum fuel economy, your car needs regular ignition system tune-ups. This is a good place for a do-it-yourselfer with a few tools to spend a little time, and save some real money. The first thing to look at is the condition of the distributor cap and rotor. Remember to always have the ignition key off when working on the ignition system. Unsnap the clips, fore and aft, and have a look inside, leaving the wires connected. The cap should be clean and free of cracks, the terminals inside shiny and clean - free from corrosion and pitting. Even if cracks are not apparent, thin black lines, known as carbon tracking, will show even minute cracks that can cause real running problems.

Check the rotor for signs of wear and pitting, and replace it if the old one is worn, cracked, or burnt. Carbon build up on the rotor is a sign that the carbon brush in the cap may be worn. If your car is fitted with a breaker type (points) ignition, you will want to check the points for wear and pitting. Turn the crankshaft until the fiber heel on the breaker points is at the highest point on the cam. Using a feeler gauge, check that the gap is correct according to the specs in your shop manual.

If the breaker points are worn, new points will be a change for the better. A bit of Hi-Temp grease on the cam will keep things running smoothly and minimize wear. If the points are pitted, the condenser, which is fitted to prevent excess spark, may be faulty. Condensers are inexpensive, and hard to test. The common wisdom is to replace them when they are suspect.

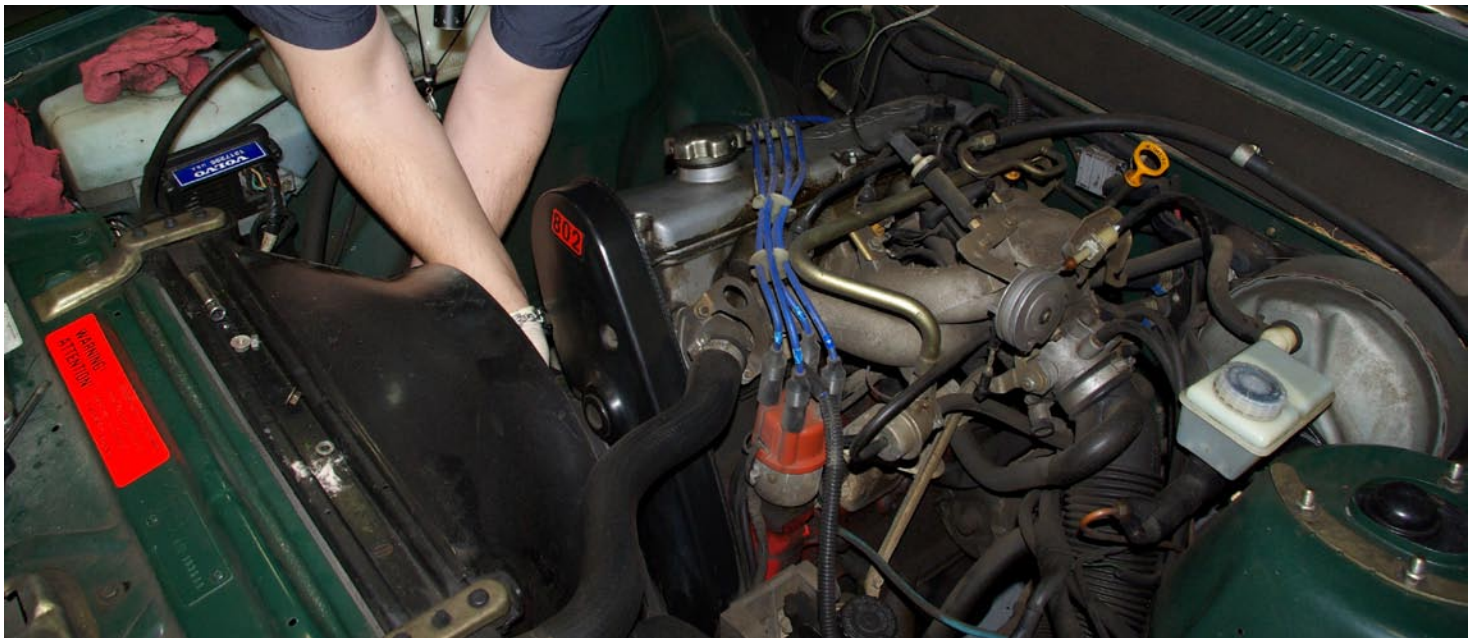
In any case, lubricate the distributor sparingly with 1-2 drops of light oil on the felt wick in the center spindle. Note that dirt and grease on the outside of the cap, and other ignition parts can also be a source of problems, as this will hold moisture - the enemy of your ignition system. Keeping a clean machine can make all the difference in wet weather.

When it's time for a change, pull straight up on the rotor, and make sure that the new one is fully seated - it is keyed, so you can't put it in wrong. When you change the wires over to the new cap, do them one at a time, being certain that the cap is oriented in the correct direction. It is keyed, too, so it only fits one way. Changing the wires one at a time prevents making mistakes that will cause misfiring.

Good spark plugs are critical to engine performance, along with the other components of the ignition system. The OEM Volvo manual I have suggests replacing spark plugs at 30,000 miles. This doesn't preclude checking them more often, as they are an indicator of engine condition. Fresh plugs are well known to improve engine performance, as sharp electrodes give a better spark. Volvo suggests installing and removing plugs from a cool (not hot) engine. Plugs must be properly gapped, and tightened to the correct torque for proper operation and to avoid damage to threads. While many people recommend a dab of anti-seize compound for plugs in an aluminum head, bear in mind that the torque specs are for dry threads. Use care to avoid over tightening.

Some spark plugs have an R in the part number indicating that they are resistor plugs. Originally developed to reduce electrode erosion in early V8 motors, resistor plugs were found to help stop annoying radio interference. With modern high-tension leads that have spark suppression core, this is less useful. Still, with or without resistors, a good copper core plug is hard to beat.

Have a look at your car's ignition components soon. There's no better way to get ready for spring and summer driving - Well, that and those summer tires...



Checking Your High Tension Leads (Spark Plug Wires!)

The HT leads, or spark plug wires are the path for all the power in your car's ignition system. If they are in poor condition, your cars performance will suffer. There is no specified interval for replacement. They must be periodically tested and inspected. Replace wires that are dry and brittle, oil soaked, melted, cracked, or chafed. Watch the engine running at night.

There's nothing like darkness to bring faulty, arcing plug wires to light. Internal faults are also possible. You can test HT leads with an ohmmeter. A good wire should have 1500 to 3000 ohms resistance. Replace the set if any wire has over 30,000 ohms resistance. Wiggle the wire around to insure that you don't have an internal break that is causing an intermittent connection. To avoid damage, be careful when pulling HT leads to pull on the boot, not the wire.

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NGK and Bosch Spark Plugs

The first suspect in a poor-performing engine always seems to be the plugs.

On overhead cam engines one should expect about 30k miles but, as these are getting older, they are wearing out sooner too. Contaminants such as oil and incorrect fuel mix will shorten the life of a plug dramatically.

We have been using and selling NGK spark plugs since the seventies because they're the leaders in copper core technology. Copper is a great conductor of electricity and heat, so copper spark plugs perform well under all extremes and have a large conductor tip for maximum spark area.

4 cylinder non-turbo	1976-93	**MPBP6ES**	NGK spark plug	$1.95 ea
4 cylinder non-turbo	1976-93	**MPBPR6ES**	NGK resistor spark plug	$1.95 ea
turbo 4 cylinder all	1981-93	**MPBP7ES**	NGK spark plug	$1.95 ea
turbo 4 cylinder all	1981-93	**MPBPR7ES**	NGK resistor spark plug	$1.95 ea
960 series, S90	1993-98	**MPFR7DC**	Bosch resistor spark plug	$1.95 ea

Spark Plug Thread Repair Kit

If you have a 1976-1995 4-cylinder Volvo with marginal or damaged spark plug hole threads, you can now make a quick, professional repair in minutes without removing the cylinder head. Kit includes everything needed to permanently repair 2 spark plug holes. Works on all B21, B23 and B230 engines. Remember that you can reduce the chances of this happening by using a small amount of anti-seize compound on the spark plug threads every time the plugs are replaced. Kit contains 1 specialized reamer tap, 2 thread inserts and locking compound.

1976-95 Volvo 4 cyl	**MPT3414**	$39.00	***SALE $35.10***
2-pack of extra thread inserts	**MP34142**	$5.77	

Spark Plug Wires by ipd

Our custom spark plug wires are made with a high quality 8mm silicone jacket and feature a spiral wound core for maximum electrical efficiency. Each wire set is custom designed for each application covering over 40 years of Volvo models. Engineered to meet and surpass OEM quality, our wire sets include factory style metal end connectors (where applicable). Each wire set includes spark plug and coil wires as well as dielectric grease used on the plug boots for easy removal at tune-up time.

240 Series	1975 B20	spark plug wires by ipd	**MP3E1110**	$49.95	***SALE $44.95***
240 series	1976-93	spark plug wires by ipd	**MP3E240**	$69.95	***SALE $62.95***
700, 900 series	Bosch	spark plug wires by ipd - cam driven	**MP3E7900B**	$69.95	***SALE $62.95***
700, 900 series	Regina	spark plug wires by ipd - cam driven	**MP3E7900R**	$59.95	***SALE $53.95***
700, 900 series	1990-1995	coil wire for Rex-Regina cars	**MP6842734**	$10.97	***SALE $9.87***

OE Spark Plug Wires by Bosch and Bougicord

A properly tuned ignition system is one of the most important factors of any engine. It will keep your engine running smoothly, economically and will deliver the most power. The increased heat under the hood may lead to premature degradation of the ignition wires. These wires are made by the original equipment supplier to Volvo so you are assured of the best quality in replacement wires.

Kit w/90° #1 wire for A/C. Complete kit with Bakelite ends - **Bosch**				
240 series	1975	B20	**MP3E0909**	$31.76
240	4 cylinder models 1976-1993	B21/B23/B230 Engines	**MP3E0921B**	$38.62
Kit (2 coil wires - both short and long wires included) Metal jacketed ends - **Bougicord**				
240 series	1976-93	B21, B21FT, B23, B230	**MP3E0921**	$55.11
Complete kit (cam driven distributor) Rubber ends - **Bougicord**				
700, 940* series	1985-95	B230, B230FT	**MP3E0925**	$41.70
(REX-1) for coil mounted on driver's side Rubber ends - **Bougicord**				
700, 940* series	1989-95	B230	**MP3E0926**	$44.19

Spark Plug Folklore

By Rob Arnold

Spark plugs are one of the more simple parts of today's vehicles and yet still are misunderstood. Heat range, firing voltage, and durability are all important factors in vehicle performance so correct spark plug application is critical.

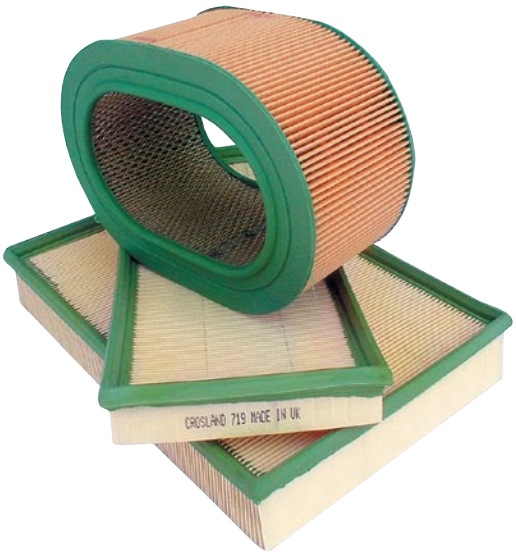
Heat Range: Hotter plugs have longer insulator noses, which have greater surface area in contact with the combustion gases. This keeps the plug temperature higher overall which is preferred for extended stop and go or idle conditions, a hallmark of city driving. The shank of the plug will tend to be shorter, less material to sink away heat. Hotter plugs do not generate more or greater spark. Ideally spark plug temperature for the average vehicle should run between 550-800 degrees C. Timing has a direct effect on plug temperature as well, 10 degrees of advanced timing can up plug temp by 100 degrees C. Colder spark plugs have shorter insulator noses, which have a lesser amount of surface area exposed to the combustion chamber gases. Generally colder plugs are used for racing applications or engines with turbochargers, superchargers, nitrous, etc since they can transfer the greater amount of heat these engines produce from cylinder combustion to the head quicker. A colder plug will help to reduce ping or detonation, although the colder the plug the greater the risk for fouling or buildup during extended light throttle or idle conditions. The shank of the plug will tend to be longer, more material to sink away heat. Colder plugs do not have less or reduced spark.

Firing Voltage: Firing voltage, otherwise known as ionizing voltage, is a complex beast. Many factors affect the firing voltage including, cylinder temp, cylinder pressure, ignition system components wear, humidity, barometric pressure, and fuel mixture to name a few. New iridium spark plugs available from various manufacturers are designed to require a lower firing voltage. This translates into lower load on the ignition system and increased life span of components. Iridium also resists electrode oxidization and erosion to provide consistent performance during its' life span. Performance engines demand a high quality plug to survive the harsh cylinder conditions associated with turbos, superchargers, nitrous, etc. Many tuners are using iridium with very noticeable results justifying the greater expense for these parts.

K&N Air Filters

This filter has an international reputation for effective service under the most grueling conditions. Patented design utilizes surgical cotton in multi-layers, oiled and sandwiched between wire mesh. K&N filters not only clean the air, but also straighten the air flow. Your engine is provided with a less turbulent air stream than other popular filtering mediums (like paper and foam.) Under normal conditions cleaning and reoiling is not required until 50,000 miles (without loss of efficiency!) K&N filters come pre-oiled and ready for installation.

240 series non-turbo, 1976-93	**MP2C2538**	$54.26	***SALE $48.83***
240 series turbo, 1981-85	**MP2C9032**	$78.40	***SALE $70.56***
700, 940 series non-turbo	**MP332526**	$55.56	***SALE $50.00***
700, 940 series turbo	**MP2C2043**	$82.02	***SALE $73.82***
960, 90 series	**MP332755**	$59.94	***SALE $53.95***
Filter care kit (oil and cleaner)	**MP2C9950**	$13.52	***SALE $12.17***



Stock Replacement Air Filters

While there is no replacement for the K&N filters listed above, there is a substitute. Try one of our quality paper elements, just like the one that your Volvo came with. Easy to install and maintain — just discard and replace with a new one when needed. Check air filter every 10,000 miles. Replace it every 30,000 miles or more often in dirty or dusty conditions.

Original Paper Style Air Filters

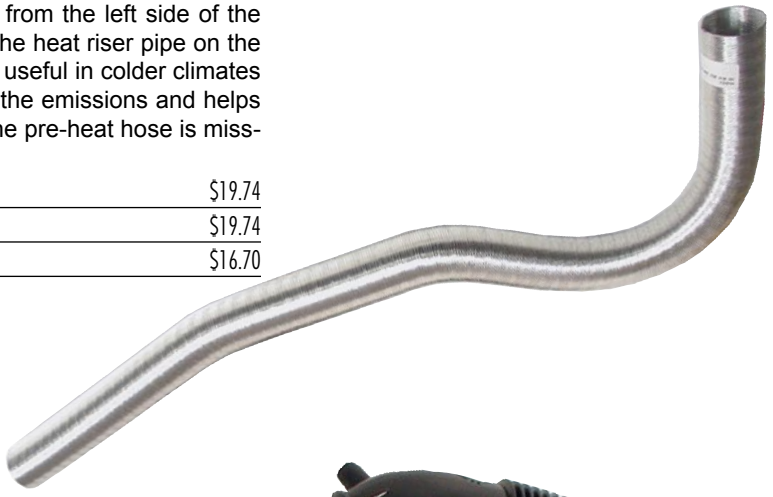
240 series	B20F	1975	(K Jet.)	**MP460886V**	$27.40
240 series	B21F, B23F, B230F	1976-93	rectangular (K & LH Jet)	**MP463505E**	$6.50
240 series	B21F, B23F, B230F	1976-93	rectangular (K & LH Jet)	**MP463505M**	$8.92
240 series turbo	B21FT	1981-85	oval	**MP1276825**	$15.20
700, 940 series	B230F, B234F, B280	1985-95	rectangular 11.25" x 8.25"	**MP1336397E**	$8.44
700, 940 series	B230F, B234F, B280	1985-95	rectangular 11.25" x 8.25"	**MP1336397M**	$13.30
700, 900 series turbo	B23FT, B230FT, D24T	1983-95	rectangular 13.25" x 9.5"	**MP1257546**	$10.40
200,700 series	B21,B23,B230	1982-89	housing thermostat	**MP1266826**	$8.02
960, 90 series		1992-98	air filter	**MP1336397E**	$8.44
960, 90 series		1992-98	air filter	**MP1336397M**	$13.30

Part #'s ending with an "E" denotes that this is an economy version of this part. Part #'s ending with an "M" denotes Mahn or Mahle brands. Part #'s ending with a "V" denotes Volvo brand.

Pre-Heat Hose

This aluminum flex hose often gets torn and ends up hanging from the left side of the engine compartment. The purpose of this hose, when hooked to the heat riser pipe on the exhaust, is to route warm air to the air filter box. This is especially useful in colder climates because it helps speed the warm-up of the engine. This reduces the emissions and helps the car run as designed. Also, a car may fail emissions testing if the pre-heat hose is missing or torn.

200 series (1976-93)	**MP946841**	$19.74
700 (1985-91) non-turbo	**MP946841**	$19.74
700 series (1984-90) turbo	**MP3517805**	$16.70



Air Intake Hose

The plastic intake hose, located between the air mass meter and the throttle body, is often overlooked. It's easy to miss a failed hose because the hose chafes against the inner fender and rubs through in an area that is not visible without removal.

When doing a tune-up, always check the hose by moving it away from the fender to inspect the ribs. You will see if the ribs are chafed through by flexing the hose away from you. Replace the hose if necessary, and prevent future chafing by using a putty like butyl to insulate the hose from the fender.

240 series non-turbo	1983-93	**MP1367454**	$37.43

Air Box Thermostat Valve

Many gas-powered 200, 700 and 900 series Volvos have a simple, thermostatically-controlled shutter valve in the air filter box. Generally, the thermostatic valve will fail in the pre-heated air position. This routes super heated air to the air mass meter, resulting in an incorrect lean fuel mixture which can cause stalling, hesitation and, in severe cases, bucking at cruising speeds, as if the fuel were momentarily shut off. Left unchecked, the air mass meter will soon fail (a very expensive part)! Check your system on a day when the temperature is above 60°F ambient. The valve should be fully open, directing fresh air flow into the box (not from the pre-heat side). If it's not, then you should replace it. Also, if the valve fails to reach full extension at hot and cold extremes, replace it.

200 series non-turbo (1982-93), 700 series all (1984-92)	**MP1266826**	$8.02

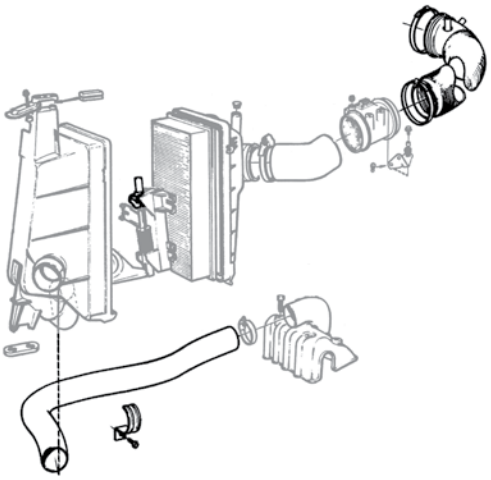
Intake System Maintenance

By ipd staff

The intake system is often overlooked but vitally important to the health and longevity of your car. It functions both to filter the air as well as to supply the correct or preferable air for different running conditions. Obviously the filter is critical whether it is an OE paper style or a high performance unit like the K&N. Filters, particularly paper filters, decrease efficiency dramatically with small amounts of contamination.

The air intake hose is supplying clean measured air to the engine. If the hose is compromised it both allows dirty air into the engine and allows air that your fuel control system has not measured and compensated for. The pre-heat hose allows the car to use warm air when it is cold outside by drawing heat from the exhaust system. Most smog inspection stations consider the preheat hose to be part of the emissions system and a hole is cause for rejection. The air box thermostat valve regulates which air source the car is using. The biggest problem with the valve is that failure generally causes the flapper to rest in the hot air position which is both inefficient and causes undue stress on the air mass meter.

Check both hoses for holes and points where vibration and chafing have worn through. It is easiest to inspect the intake hose when it is removed and flexed to look between the ridges of the tube. With the car warm or parked indoors (room temperature or above) open the air box and remove the filter. The flapper should be over in the cold air position but these suffer a high rate of failure. You might be amazed at how much better your car will run on the right air.



Mann® Oil Filters

To our knowledge, this is simply the best filter you can buy for the money. This filter manufactured by Mann® grabbed the number one slot in an oil filter test by the Volvo Club of America. Mann is the original supplier of oil filters to Volvo. Fits all 1962-98 Volvos except for diesels or V6.

1975-98, All models	Mann oil filter	**MP3517857**	$4.95 ea
Case of 10	Mann oil filter	**MP3517**	$45.00 case
4 cylinder all	copper oil pan drain plug seal ring	**MP18818***	$0.30 ea
960, 90 series	aluminum oil pan drain plug seal ring	**MP977751***	$0.25 ea

***Not for V-6 or diesel**

Oil Soak Mat

This patented, leak resistant mat looks like a black rug, yet it has the ability to absorb and retain hundreds of hazardous and non-hazardous liquids such as oil, gasoline, diesel fuel, hydraulic fluid, transmission fluid, anti-freeze, water, and more.

Absorbs up to one gallon of liquid. The leak resistant back will not allow the absorbed liquids to soak through to the floor underneath. Under normal use this mat can't be ripped, yet it can be custom cut with an ordinary pair of scissors or utility knife. Plus, this mat can be recycled. The oil soak mat measures 3 ft. x 5 ft.

Oil soak mat	**MPR2**	$19.90	***SALE $17.91***

Oil Filter Grabbers

This tool works great for most Volvo engine compartments. It's especially nice for the Turbo engine where access is very tight. With slotted adjustment for large and small oil filters and a 20° off-set, you can get at those filters with limited access and still have a good grip and the leverage needed to spin them off. Not for plastic cartridge style filters.

Oil filter grabbers	**MPT1011**	$17.95	***SALE $16.16***

Magnetic Oil Drain Plug

Prevent abrasive particles from recirculating through your oil pump and back into the pressurized system with our magnetic drain plug. This plug catches and holds metal particles as they drain into the oil pan.You'll be able to spot deteriorating engine conditions easily. Plug includes a seal ring.

4 cylinder all	drain plug w/seal	**MP2A9550***	$4.95	***SALE $4.46***
960, 90 series	drain plug w/seal	**MP2A9851**	$7.95	***SALE $7.16***
4 cylinder all	additional copper seal ring	**MP18818***	$0.30	
960, 90 series	additional aluminum seal ring	**MP977751***	$0.25	

***Not for V6 or diesel.**

Oil Filter Magnet

Capture every microspeck of metal that causes engine wear. Debris that your oil filter alone might not be able to screen.

Made of a strong, flexible silicone this oil resistant magnet withstands temperatures up to 500°F. Simply attach it to the outside of your oil filter and let it do the work.

The super strong rare earth magnet begins working immediately to power clean your oil. Your oil and your engine will continue to get cleaner month after month through normal driving and proper maintenance. The permanent rare earth magnet will never wear out, so you'll enjoy a lifetime of protection that goes far beyond conventional mechanical filtration.

Oil filter magnet	**MP2000A**	$12.00	***SALE $10.80***

Annual ipd Garage Sale

May 21, 2011 is when the 28th Annual ipd Garage Sale, Swap Meet and Car Show will take place. We look forward to this event each year and we're excited to have games, prizes, giveaways, sale pricing on most of our stock and much more. Doors will open to the ipd sales desk from 9:00am until 1:00pm and the swap meet and car show has been extended to run until 3:00pm. We hope to see you here for this great event.

Garage Sale is 9:00am to 3:00pm Saturday May 21, 2011

To reserve a spot in the swap meet please call us at 800-444-6473 and speak with one of our Customer Service Representatives.

Each year for the car show portion of the Garage Sale event we seek out Volvos that stick out from the crowd. We're looking for Volvo hotrods, restorations, custom jobs, well preserved originals, etc. If you have a Volvo you're interested in showing in the car show that you feel might fit the bill please contact Cameron Daline (cameron@ipdusa.com).

Main Fuel Pumps

A fuel pump either works or it doesn't. Be sure to fault-check the wires and the relay before replacing it. A repair to the power source is far less expensive than a misdiagnosed fuel pump. These pumps are the same original Bosch pumps that will last as long as the original.

200 series All	1975-77	rubber mnt (isolator) for main pump (2 used)	**MP1228599**	$1.72
200, 700, 900 series All	1978-95	rubber mount for fuel pump tray (3 used)	**MP1346175**	$3.03
240, 260 series. Also fits	1981-85 B21FT turbo	main pump with K Jetronic*	**MP1336517**	$194.30
240 series B21F, B23F, B230F	1982-93	main pump, LH Jetronic non-turbo	**MP61468**	$187.40
700, 900 series non-turbo B23F, B230F	1985-97	main pump LH non-turbo	**MP61468**	$187.40
700, 900 series turbo B230FT	1985-97	main pump LH with turbo	**MP61425**	$154.39
900, 900 series B230 Regina	1989-91	in-tank main pump (ignition coil is square)	**MP3507736**	$152.77

Requires wiring connector modification

Fuel Filters

How long has it been since the fuel filter on your Volvo was changed? If you're not sure, it would be a good idea to replace it at your next oil change or tune-up to prevent loss of performance or related problems. Under normal conditions, it's safe to replace the fuel filter at 30,000 miles or 2-year intervals. When changing the filter, it is very important to use safe handling procedures and be prepared for fuel spillage. Consult the appropriate workshop manual for specifics. To ensure a leak-free installation, always install new copper sealing washers (included with most of our filters). Also keep in mind that any foreign debris in the output side of the filter or fuel line could cause serious problems in the fuel system. It is very important to measure your fuel filter on 1975-80 240 series. It's the only way to be sure to get the correct one.

Measurement is from one end of the canister portion of the filter to the other minus the fittings on the ends

2 1/8" x 4 1/8" long

MP71036
3" x 4" long

MP71039
3 1/8" x 4 7/8" long

200 series	1975-78	2 1/8" X 4 1/8"**	**MP71007**	$13.15
200 series	1978-80	2 1/8" X 4 1/8"	**MP71007**	$13.15
200 series	1975-80	K Jet. 2 1/8" x 4 1/8" long	**MP71020**	$8.42
200 series	1975-80	K Jet. 3 x 4" long	**MP71036**	$19.04
200, 700, 900 series	1981-97 All	K & LH Jet. 3 1/8" x 4 7/8" long	**MP71039**	$11.59
200, 700, 900 series	1977-95 All	in-tank prepump filter sock*	**MP1276565**	$8.45

***Not applicable to Regina cars.**

****This filter is a smaller filter but the fittings work.**

Prepump Upgrade for 240

Prepump failure is common in the early 240 series cars. They work well for the most part and, even when they fail and are replaced with a new one, they usually run like new. It's the K-jet cars (1978-84) that are most likely to benefit from a pre-pump upgrade. It seems that these 240s may have a main fuel pump noise and lack of full power even with a new original style in-tank prepump. In these cases, Volvo has a bulletin outlining the replacement of the original pre-pump with a later version that has a higher delivery capacity (#3517845 available in our kit).

This is not a direct replacement pump. Modifications are required to the pick-up tube. The pick-up tube must be shortened by 30mm, because the pump is that much longer. And a clamp is required to secure the pump to the pick-up tube. Instructions are included.

Prepump Upgrade for 240 Series (1979-1993)

Prepump conversion kit includes: A, B, C, D, E and instructions	**MP7845K**	$89.09

In-Tank Prepumps

If your Volvo runs but runs poorly (as if it is starving for fuel) a common problem area is the prepump (in-tank fuel pump). Another common symptom is that the car will run fine on a full tank, but below half-a-tank it stumbles and bucks, and the main pump will usually be quite noisy.

A. 200 series	B20, B21, B21FT, B23, B27	1978-83	**MP1276330**	$52.08
A. 200 series	B23, B230	1984-93	**MP1389721**	$56.06
A. 740, 760 series	All	1983-85	**MP1389721**	$56.06
A. 700 series	All	1986-87	**MP3517845**	$71.94
A. 700, 900 series	B230FT	1986-95	**MP3517845**	$71.94
A. 940 series	B230F, B234F	1991-94	**MP1389721**	$56.06
B. Filter	All models	1978-95	**MP1276565**	$8.45
C. 200 series	Fuel tank sender seal ring	1975-93	**MP949276**	$4.70
D. In-tank prepump hose	All	1978-95	**MPH1016**	$0.62
E. Prepump hose clamps	All		**MP21017**	$0.98

A, B, C, D, E - Refer to the bottom of page 10.

Fuel Pump Relays

A common failure causing a no-start situation is the fuel pump relay. The relay overheats over time, loosening solder joints internally and causing intermittent contact. It sometimes melts the circuit board. After you check for spark, consider the fuel pump relay as a possible problem area.

240, 260 series	B21, B21FT, B27 & B28	1978-85	fuel pump relay K-Jet only	**MP1348600** (1)	$28.99 ea
240, 260 series	B21, B21FT, B27 & B28	1978-85	fuel pump relay K-Jet only	**MP1348600E** (1)	$20.46 ea
A. 240 series	B21, B23	1982-84	fuel pump relay LH-jet (2 req.)	**MP1348657** (2)	$18.51 ea
240, 740, 940 series		1985-95	fuel pump relay	**MP3523608** (3)	$42.42 ea
240, 740, 940 series		1985-95	fuel pump relay	**MP3523608E** (3)	$14.88 ea
760, 760 series	turbo	1988-90	fuel pump relay	**MP1362914**	$42.00 ea
B. 700, 900 series			auxiliary suppression relay (injectors)	**MP1323592**	$19.60 ea
940 series turbo		1991	fuel pump relay	**MP1362914**	$42.00 ea
960 series		1992-93	fuel pump relay	**MP1362914**	$42.00 ea

1 Not for 1983-84 with LH-jet

2 Two relays on B23 (1983-84) LH-jet, one for main system and one for fuel pump.

3 Not for 1988 and later 760 turbos or V6 models or 1991 SE models.

K-Jetronic Fuel Mixture Adjusting Tool

Now you can easily adjust the fuel mixture on your K-Jet equipped Volvo. Over time the fuel mixture can get out of adjustment, causing a decrease in mileage performance and hard starting. With the proper manual you can set the mixture for optimum economy and performance. Be sure to check for vacuum leaks before making any adjustments (right for rich, left for lean).

200 series turbo	1981-85	**MPT54630**	$4.00 ea

Mass Air Flow Sensor

Air Mass Meters play a vital role maintaining fuel economy. Faulty Air Mass Meters cause the ECU to default to a “safe map” which generally means your car is going to run horribly bad due to the excess fuel being funneled through your Volvo’s injection system. The Air Mass Meter depends on a few significant parts to ensure a longer operating life span. Volvo’s use a thermostat in the air filter box that controls a “hot/cold flapper valve” allowing hot air to flow through the intake to speed up emissions, especially on colder mornings. If the air box thermostat fails, the flapper valve in air box generally fails in the open position, allowing the pre-heat hose off the exhaust manifold, routing hot air through the intake system past the air mass meter. Electrical components don’t like excessive heat. The constant heat running past the Air Mass Meter will eventually cause the circuit board to crack, leaving the soldering board deteriorated and not able to function. IPD has many solutions in replacing and maintaining your Volvos Air Mass Meter.

Mass Air Flow Sensor	Aluminum Housing	1983-1984 LH 2.1	**MP0280212002**	$250.00
Mass Air Flow Sensor	Black plastic housing	1985-1988 LH 2.2	**MP0280212007**	$250.00
Mass Air Flow Sensor	Black plastic housing, 6 pin connector	1989-1993 LH 2.4	**MP0280212016**	$250.00

Mass Air Flow Sensor Cleaner

CRC Mass Air Flow Sensor Cleaner is the safe and effective alternative to “underground” methods of MAF sensor cleaning. Don’t use aggressive chemicals like brake parts cleaners or carburetor cleaners on MAF sensors. These can cause serious damage to sensitive parts. Use CRC MAF Sensor Cleaner -- It’s the right product for the job! It safely and easily cleans the MAF hotwires and electrical components without damage to the wires or plastic housing. Cleaning is simple, safe and fast. The whole job should take less than 10 minutes! Mass Air Flow Sensor Cleaner benefits and features:

- Safely cleans and protects MAF Sensors
- Plastic-safe and leaves no residue
- Increases horsepower
- Decreases hesitation and pinging
- Improves fuel economy and MPG
- Reduces rough idle

Air Mass Meter (MAF) Cleaner **MP05110** $7.95

Ground shipping only due to the nature of this product.

CRC
Mass Air Flow
Sensor Cleaner
PROVEN to Gain 4-10 Horsepower at the Wheels!*
Evaporates in seconds!
Use every time you clean or change the air filter!
Safely Cleans & Protects Mass Air Flow Sensors
Plastic Safe & Leaves No Residue
Improves Air/Fuel Ratio and Increases MPG
Net Wt. 11 oz. (312 g) No. 05110

Oxygen Sensor Removal Tools

Replacing the oxygen sensor on your Volvo can be a real pain. Since it is installed directly in the head pipe or exhaust manifold, it will usually be severely rusted or corroded in place. The main sensor wires come right out of the center of the sensor, so it is not possible to use a standard socket over the sensor. Our oxygen sensor tool has slots machined in it that allow you to slide it over the wires and onto the sensor for secure removal and installation. Our new high leverage long handle oxygen sensor wrench has a flex-head joint and a bent handle which gives you several different positions to attack that hard to reach sensor.

Oxygen Sensor Wrench **MPT1023** $22.95

Lambda Oxygen Sensors Reduce Emissions

An oxygen sensor allows your engine to run as smoothly as possible, because it measures the exhaust gases and relays information to the fuel system control unit. With this information, the control unit can fine-tune the fuel mixture for optimum fuel economy and power. A dead oxygen sensor can also lead to significant idle and performance problems.

All models (universal fit)	single wire	1977-84	**MP11027**	$27.15
All models (universal fit)	3-wire	1985-93	**MP15725**	$76.08
240 series w/single wire	B21F, B23F	1982-84	**MP11037**	$51.87
240 series	B21FT	1981-85	**MP11028**	$55.44
240 series	B230F	1988-93	**MP13034**	$141.87
200, 700 series	B230F	1985-87	**MP13957**	$74.89
700 series	B230FT	1985-89	**MP13957**	$74.89
700, 900 series	B230F, B234F	1988-93	**MP13034**	$141.87
260, 760 series	V6	1980-86	**MP11037**	$51.87
700, 940 series turbo	B230FT	1990-93	**MP13957**	$74.89
940 series non-turbo	B230	1994-95	**MP13378**	$127.23

Fuel Injection Test Light

Here’s an inexpensive tester for do-it-yourselfers! Now you can check if individual injectors are getting the proper voltage. Easily plugs into the fuel injector connector. Just crank the engine while watching the light. If it flashes, your injector voltage is okay.

Bosch style fuel injection test light **MPT3405*** $6.95

For use on cars with Bosch Electronic (LH) fuel injection (240 models (1982-93); all 700 and 900 models; and all models 1993 and newer.)

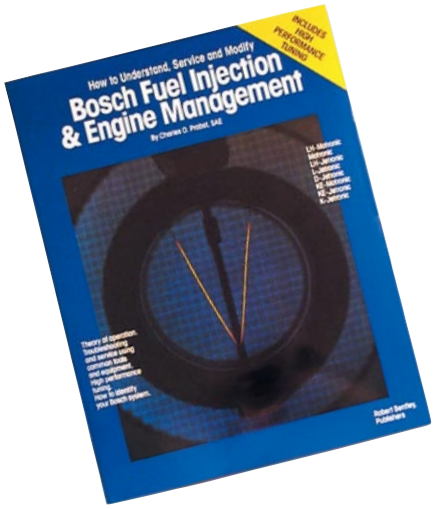
The Bentley Service Manual

The Bentley is our number one resource for helping customers with 200 series. In our customer service department, you'll find a well-worn copy on everyone's desk. I've had one for eight years and I still find stuff in it that makes me say, "Wow, so that's how you do that!" If you have a 240 of any vintage, you need this book. - Scott

Bentley is an official factory service manual publisher for Saab, Audi and Volkswagen and acknowledges Volvo Cars North America for the extensive use of original Volvo technical illustrations, which is a huge contributor to the quality and ease of use of this service manual.

The manual is written in a very personable manner at a level that most owners can understand. It begins with a very informative chapter titled "Fundamentals for the Do-it-yourself Owner," which covers how to use the manual, general advice for the beginner, how to buy parts, tools (very informative), and emergency situations, and then moves on to an invaluable maintenance program. After this introduction, the text moves on to a traditional layout similar to the factory Volvo workshop manuals, covering the engine, electrical system, power transmission, brakes, suspension and steering, shocks, springs, and wheels and body. Each one of these headings is expanded upon in an individual section with a thorough explanation of the system and related components including step-by-step troubleshooting.

Bentley Service Manual for 240 1983-93 and 1981-85 turbo models	**MP9L0293**	$39.95	***SALE $35.96***



Bosch Fuel Injection and Engine Management

One of our favorite books when it comes to understanding fuel injection on Volvo models manufactured from 1970 to 1998. Packed with original Bosch diagrams and photos, this reference guide is considered required reading for anyone who is interested in understanding and working on the complex injection systems used in Volvo cars. Includes comprehensive coverage of theory and operation, troubleshooting, diagnosis, and test procedures with specifications and a large section on performance issues. Close to 200 pages.

Bosch fuel injection manual	**MP9L0019**	$30.01	***SALE $27.01***

Haynes Repair & Service Manuals

Whether you need tune-up information, torque specs or step-by-step guidance through a complex repair, it's here in these "must have" reference works for the home mechanic. Haynes® manuals have excellent photo sequences for assembling complex parts. They're a good value in our book!

240 series	1976-93	**MP9L0270**	$19.96	***SALE $17.96***
700 series	1983-88	**MP9L1550**	$19.96	***SALE $17.96***
740 series	1982-91 UK version	**MP9L1258**	$27.96	***SALE $25.16***
940 series	1990-95 UK version	**MP9L3249**	$27.96	***SALE $25.16***

Chilton Manuals

This shop manual for Volvo owners covers all models from 1970 to 1989 (1800, 140, 160, 240, 260, and 700 series.)

If you have a small fleet of Volvos and don't have manuals for them, this could be the guide for you. Also covers 200 and 700 series diesels and 1989, 700 series, overlooked by the major repair manual publishers. One inch thick and full of useful information.

All models	1970-89	**MP9L8786**	$23.96	***SALE $21.56***
200, 700, 900 series	1990-93	**MP9L8428**	$23.96	***SALE $21.56***

12v Test Light

For installation of automotive electrical accessories, a test light is hard to beat. Our new test light has a 12-foot coiled cord for extended access when checking power and ground. If you're installing stereo components, keyless entry, alarms, or just need some help with road side troubleshooting, a good test light goes a long way.

12v test light	**MPT1003**	$10.95

360 Ratchet

New flexible head ratchet allows for access in tight places without sacrificing leverage. Fine tooth gears allow for small adjustments to get just the right angle, or release the head and spin it around for quickly running down threads. Features 3/8 drive ratchet with 360 degree swivel head and extended handle for extra torque.

360 ratchet	**MPT1013**	$34.95

Remote Starter Switch

A great tool to speed along valve adjustment is the remote starter switch. By connecting it to the battery + post and the red wire on the service connector under the hood you can manually 'bump' the starter over to close each of the valves prior to adjustment. Please note that if using this tool on a standard transmission, be sure the vehicle is in neutral, the emergency brake is set, and the wheels are blocked.

Remote starter switch w/3ft. leads	**MPT3012**	$12.95

Torx 25 and 30 Drivers

From the engine compartment to the interior and from panels to covers they fasten countless pieces in the vehicle. Our torx drivers feature a rubberized ergo soft handle for maximum grip and a hex shank for applying a wrench when arm strength alone won't break it free. Great in the glove box or the tool box! 4" long shaft, 8.25" overall length.

Torx 25 Driver	**MPT1008**	$4.45
Torx 30 Driver	**MPT1009**	$4.45

T1008

T1009

Torx Key Set

Torx bits have found their way into Volvo since the late model 240 series and are ever increasing in the newest generations. Our handy tool sets includes the most commonly used torx sizes (T10, T15, T20, T25, T27, T30, T40, T45, T50) and keeps them together in two different styles.

Torx key set	**MPT1016**	$10.95

1/4" and 3/8" Drive Torx Bit Set

Torx fasteners are rapidly replacing Phillips head and metric hex head fasteners on the newer Volvo models. You'll find the common T-25 and T-30 sizes used on 700 and 900 series models as well as a few of the other common sizes, which can usually be handled with the Torx drivers included in the factory tool kit. Finding a good quality set of Torx bits can be a challenge.

This set, made in the USA, is made of high strength hardened alloy steel for the professional mechanic (lifetime warranty) and includes 1/4" drive T-10,T15,T-20,T-25, T-27, T-30 and 3/8" drive T-40, T-45, and T-50 bits. The dual drive sizes may seem unusual at first, but after using them for awhile, it really makes good sense. The 1/4" drive on the smaller bits allows them to be used in tight fit areas where a larger socket body and 3/8" ratchet driver wouldn't fit. The 3/8" drive on the larger bits insures you'll be able to break loose the larger sized fasteners that a 1/4" drive couldn't handle.

9 Piece torx bit set	**MPT1050**	$22.95

Extra Long Needle Nose Pliers

These extra long (11") pliers allow you access to the depths of your engine compartment that might have previously required the removal of major components like the intake or exhaust manifold. We couldn't believe how easy it makes some jobs go that we used to consider "nightmare jobs". The straight versions will work in most applications, but we have found the offset ones to be particularly useful for removing stubborn heater hoses and flame trap hoses, etc.

A. 11" 45 deg. angled needle nose pliers	**MPT1045**	$9.95
B. 11" offset needle nose pliers	**MPT1047**	$9.95

Angle Torque Gauge

When your project calls for(Torque to Yield) specifications, this tool takes all the guess work out of it! Our torque angle gauge is used on any 1/2 inch drivers making all torquing jobs quick and easy. When replacing head bolts, wheel bearings, or any specific fasteners, this easy to read degree gauge will help you get the job done correctly!

Angle torque gauge for 1/2" driver	**MPT1022**	$11.95

Audiotech Amplified Stethoscope

Ever wonder if the water pump or the timing belt tensioner is making that loud screech? The water pump is so close to the timing belt tensioner you may end up replacing both to make sure.

Locating the source of the problem used to be the biggest challenge but now you can find the noise like a pro. This professional quality electronic stethoscope can help locate leaks, clogs, rattles and squeaks; find faulty broken or worn parts; and pinpoint malfunctions and failures.

It's ideal for auto, boat, motorcycle and many other around-the-house problems that have a noise that is tough to find. Just put on the stereo headphones turn on the amplifier and listen.

Audiotech amplified stethoscope	**MPT201**	$29.95

Not Your Average Wire Strippers

No more guessing at the wire gauge and pulling at awkward angles to try and remove the insulation as with conventional strippers. Simply place the wire in the jaws of these wire strippers to the depth you would like the insulation stripped (up to 1"), squeeze the handles and the insulation is cut and removed in a single action. Also works great in tight spaces such as under the dash or in the engine compartment where conventional strippers often can not be used. Automatically adjusts to strip 12 to 22 gauge wire, which should cover just about anything on your car except for the battery cables. Tool also has a built in wire cutter just below the stripping jaws. Once you try them, you'll wonder how you ever got along without them. Makes an excellent gift for any do-it-yourselfer.

Automatic wire stripper/cutter	**MPT1900**	$25.00

ipd Anti-Sway Bar Kits

If you know ipd, you know that we began pioneering anti-sway bar set-ups for Volvos more than 40 years ago.

Cars continue to evolve, and handling characteristics that were once available only on high-end exotics are now commonplace. We originally developed our anti-sway bars to enhance handling performance (which they do). However, these are the same sway bars many Volvo drivers install as safety improvements. They'll give your Volvo handling characteristics that put it in a handling class well above where it is now and get it well on its way to handling with the same panache as much sportier machinery while retaining its Volvo identity.

You won't believe the improvement and you'll wish you'd bought a set sooner. If you don't believe us, ask anyone who's tried them! Satisfaction Guaranteed, period. They really are that good. THE suspension performance part for any Volvo. Anti-Sway Bars have been ipd's best seller for over 40 years and represent the most significant return on investment of any product we sell. It's often remarked by customers and employees alike that "If you only buy one thing ever from ipd, it should be Anti-Sway Bars for your Volvo."

Anti-Sway Bars will drastically reduce the amount of body roll your car experiences around corners and increase ride comfort to boot. All this translates into much more precise handling and control over your Swede with absolutely zero trade-off in ride quality. All ipd safety anti-sway bar packages are built using the finest materials available, including, high memory 4140 cold-rolled chro-moly steel, lifetime warrantied polyurethane bushings and grommets and premium grade hardware. Detailed step-by-step instructions are included.

P.O. Box 20339
Portland, Oregon 97294

CODE: MP

From: Eric Kaufman from Medford, Oregon

I've put IPD anti-swaybars, performance coils, and upper/lower chassis braces on three of my 240s (wagon, sedan, and coupe). These things ROCK! From a rolling brick to a tight-cornering machine is how I describe the transformation. Installation is easy and the results are phenomenal!

From: Eric from Santa Cruz

These Bars are sick. My wagon handles now! Buy them.

From: Jered from Redding, CA

Holly cow! I absolutely love my ipd swaybars, on every volvo i ever own ipd bars will be the first upgrade. Dont ask yourself if you should, do yourself a favor and just buy them!!!!

From: Matt in Albany, OR

This upgrade is the best thing you can do for your brick! These especially aided in my lowered 242 turbo. If your car is lowered, i would HIGHLY recommend getting the 25mm(1in) sway bars and Bilstein struts. There was a night and day difference in handling and much more confidence. GET UM!!!!

240 sedans	1977-93	25mm front, 22 mm rear	**MP6K5012**	$328.00
245 wagons	1979-93	25mm front, 22 mm rear	**MP6K5012**	$328.00
240 GT, Turbo & lowered	All	25mm front, 25 mm rear	**MP6K5014**	$348.00
700 sedans w/4 cylinder non-Turbo	1983-86	25mm front, 25 mm rear	**MP6K5025**	$328.00
700 sedans w/6 cylinder, non-Turbo	1983-87	25mm front, 25 mm rear	**MP6K5025**	$328.00
700 sedans w/ 4 cyl.	1987-93 (turbo '83-91)	25mm front, 25 mm rear	**MP6K5023**	$328.00
700 wagons	1983-87	25mm front, 25 mm rear	**MP6K5028**	$368.00
700 wagons w/ 4 cyl. & Turbo	1988-92	25mm front, 25 mm rear	**MP6K5024**	$368.00
940 sedans w/ 4 cyl. (not for SE models)	1991-95	25mm front, 25 mm rear	**MP6K5023**	$328.00
940 wagons w/ 4 cyl.	1991-95	25mm front, 25 mm rear	**MP6K5024**	$368.00
960 wagons	1992-94	25mm front, 25 mm rear	**MP6K5028**	$368.00